

Established February, 1845.

PRICE \$2 PER MONTH

Shipping

100

For Sale.

MacEwen, Frickel & Co.

VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL.

HAVE FOR SALE

THE FOLLOWING

STORES.

EX AMERICAN MAIL STEAMER.

Smoked HAMS.
Golden SYRUP in Gallon Tins.
Assorted SYRUPS.
COTTAGE'S Table FRUITS.
ASPARAGUS.Queen OLIVES.
Sausage MEAT.
CAVIAR.
Potted MEATS.MACKEREL in 5th Tins.
Eagle Brand MILK.
Lamb's TONGUES.
Green CORN.
Baked BEANS.
BRAUN.

A LARGE ASSORTMENT

of

COOKING AND PARLOUR

STOVES.

AGATE IRON WARE COOKING

UTENSILS.

WOLFE IRONS.

KEROSENE LAMPS.

NONPAREIL KEROSENE OIL.

WINE, &c.

SPARKING SAUMON, Pils. & Qts. @

\$11 and \$12.

CUP CHAMPAGNE, Pils. & Qts. @ \$12

and \$14.

SACONNE'S SHERRY.

SACONNE'S INVALID PORT.

ROYAL GLENDELL WHISKY.

JAMESON'S WHISKY.

OLD BOURBON WHISKY.

HARRISON'S CHERRY CORDIAL.

ASSORTED LEQUEURS.

DRAUGHT, ALE and PORTER.

&c., &c., &c.

THE USUAL ASSORTMENT

of

OILMAN'S STORES,

at the

Lowest Possible Prices

FOR CASH.

MacEwen, Frickel & Co.

Hongkong, July 1, 1886. 1263

Notices to Consignees.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG AND

SINGAPORE.

The Steamship Prinz Georg, Captain

PLEYER, having arrived from the

above Ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading to

the Undersigned for counter-signature, and to

take immediate delivery of their Goods

from alongside.

Cargo impeding the discharge of the

Steamer will be at once landed and stored

at Consignees' risk and expense, and no

Fire Insurance will be effected.

Optional Cargo will be forwarded on to

SHANGHAI, unless notice to the contrary be

given before Noon To-day, the 19th inst.

All Claims against the Steamer must be

presented to the Undersigned on or before

the 29th instant, or they will not be re-

cognized.

RUSSELL & Co.,

Agents.

Hongkong, July 19, 1886. 1300

To-day's Advertisements.

PUBLIC AUCTION.

The Undersigned has received instructions

to Sell by Public Auction, on

THURSDAY,

the 29th July, 1886, at 2 p.m., at No. 6,

Old Bailey,—

THE WHOLE OF THE

HOUSEHOLD FURNITURE, &c.,

comprising:—

BOMBAY BLACKWOOD CARVED SOFA and

CHAIRS.

OXBONE-COVERED DRAWING-ROOM

SUITE.

BLACKWOOD MARBLE-TOP TABLE, CHIMNEY

GLASS, PICTURE, KEROSENE CHAIRS and

LAMP, and SEVERAL IRON BEDSTEPS.

WARDROBES, WARDROBE with PLATE GLASS

DOOR, MARBLE-TOP BUREAU, BUREAU with

GLASS, CHILD'S COT TOILET TABLE, and

&c., &c., &c.

Catalogues will be issued.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, July 27, 1886. 1445

THE GIBB LINE OF STEAMERS.

FOR SYDNEY (DIRECT) AND

MELBOURNE.

(Taking through Cargo to ADELAIDE,

TASMANIA and NEW ZEALAND.)

The British Steamer

Tasmania, Capt. E. ALABON, will

be despatched as above

on TUESDAY NEXT, the 3rd August, at

4 p.m.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Managers.

Hongkong, July 27, 1886. 1446

To-day's Advertisements.

FOR SHANGHAI.

The Steamship

Ningpo, Capt. D'EVILLE, will

be despatched for the above

Port TO-MORROW, the 28th instant, at

4 p.m., instead of as previously notified.

For Freight or Passage, apply to

SIEMSEN & Co.

Hongkong, July 27, 1886. 1448

NOTICE.

Dr. H. POATE,

Dental Surgeon,

HAS returned to the Colony, and may

now be CONSULTED as before at

his ROOMS, BANK CHAMBERS, Wyndham

Street.

Hongkong, July 27, 1886. 1447

Not Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be Responsible for any

Debt contracted by the Officers or

Crew of the following Vessels, during

their stay in Hongkong Harbour:—

ALEX. McNEIL, American ship, Capt. G.

W. David.—Messageries Maritimes.

ARNOLD L. SMITH, American ship, Capt.

R. B. Brown.—Arnold, Karberg & Co.

ANNIE W. WESTON, American barque, Capt.

Wm. DUBCAN.—Master.

BANK J. H. BOWMAN, Amer. barque, Capt.

John A. Pinn.—Chinese.

BENJAMIN SEWALL, American ship, Capt.

Turner.—Tasman & Co.

CARRIE HICKER, American barque, Capt.

H. P. Prince.—Adamson, Bell & Co.

COLLETS, American barque, Captain L. H.

Hovener.—Arnold, Karberg & Co.

FREDERICK, German barque, Captain H.

Spiesen.—Siemsen & Co.

HARTER, British steamer, Capt. Grandin.

—Russell & Co.

HATTIE N. DAVIS, Amer. barquentine,

Capt. E. Bangs.—Gonsalves & Co.

J. D. PRINCE, American ship, Capt. O.

A. Lane.—Messageries Maritimes.

LEUCY A. NICHOLS, American ship, Capt.

C. M. Nichols.—Edward Schellhaas & Co.

McLAURIE, American ship, Capt. Jas. H.

Little.—Malchers & Co.

OLANIS, American ship, Captain Dillon.

—Melchers & Co.

R. R. TUCKER, American ship, Capt. P.

B. H. Nichols.—Adamson, Bell & Co.

REVOLVING LIGHT, British ship, Capt. J.

A. Durkee.—Messageries Maritimes.

SUEZ, British steamer, Captain Dodd.

—Gibb, Livingston & Co.

XEMIA, American barque, Captain N. E.

Harrington.—Douglas Lapsack & Co.

ZOGAVE, American ship, Captain Robert

C. Lopez.—Order.

SHIPPING.

ARRIVALS.

July 27, 1886.

Decima, German steamer, 903, P. Ost-

man, Saigon July 22, Rice.—SIEMSEN

& Co.

Dunbar, German steamer, 921, C. F. Ber-

talan, Manila July 23, General.—BUN HIN

CHAN.

Sarat, British steamer, 1,070, R. H. G.

Murray, Shanghai July 24, Tea and Silk.

—P. & O. S. N. Co.

Mitsunaga, British steamer, 2,164, R. H.

Harvey, Bombay July 10, and Singapore

22, Mails and General.—P. & O. S. N. Co.

Canton, British steamer, 1,110, J. S. Bren-

ner, Shanghai July 22, and Swatow 26,

General.—JARDINE, MATHESON & Co.

Carrickbrooke, British steamer, 973, R. Cass,

Taiwanfo July 22, Amoy 23, and Swatow

26, General.—DOUGLAS STEAMSHIP CO.

Vessels Adversely as Loading.

Destination.

Vessels.

Captains.

Agents.

Date of Leaving.

Batavia, &c., via Saigon.....Borneo (s).....Wilkins.....

London, and Ports of Call.....Surat (s).....R. G. Murray.....

London, via Suez Canal.....Stentor (s).....Edwards.....

London, via Suez Canal.....Glenfruin (s).....Norman.....

London, via Suez Canal.....Manilla (s).....Guinand.....

London, via Suez Canal.....Ara (s).....Hunt.....

London, via Suez Canal.....Whampoa (s).....Hunt.....

London, via Suez Canal.....City of Rio de Janeiro (s).....O. & O. S. Co.....

London, via Suez Canal.....Pacific Mail S. S. Co.....

London, via Suez Canal.....Siemens & Co.....

London, via Suez Canal.....Jardine, Matheson & Co.....

London, via Suez Canal.....Gibb, Livingston & Co.....

London, via Suez Canal.....Russell & Co.....

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London, via Suez Canal.....Manilla (s).....Guinand.....

London, via Suez Canal.....Ara (s).....Hunt.....

London, via Suez

2	10.20	11.38	5.38	6.3
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High water at Whampoa: 2 hrs.
 mins. later than at Hongkong; at
 Barrier: 3 hrs. 15 mins.; at the
 Flats: 3 hrs. 30 mins.; at Shamee
 3 hrs. 45 mins.

Moon.—last Quarter, 2d. 2h. 58m.
 ternoon.

THE INDO-CHINA STEAM NAVIGATION COMPANY (LIMITED).

The fifth ordinary general meeting of this company was held at the Cannon-street Hotel, London, on the 21st June, Mr. James Mansfield in the chair.

The Secretary having read the notice convening the meeting, the directors reported, and accounts were taken as read.

The Chairman then said that he was glad the Board met the shareholders this year under more favourable auspices than on some previous occasions. The report treated fully of all matters of interest affecting the company, and he would be justified in saying that the directors had done their duty with very few observations; but in the course of his remarks he would endeavour to afford all additional explanations that the shareholders might think called for.

First, as regards the fleet, it had been kept up in its usual high state of efficiency, all defects being made good in the annual overhaul. The older vessels continued to do excellent and effective service, and the new vessels added in 1885 had all proved very successful.

The *Lee Sang* in particular being greatly approved of in China. The unexpected loss of the *See Wo* had proved an unfortunate disaster for the company. Up to the end of 1885, and for three months subsequently, the directors had indulged in a confident belief that they had got the underwriting account into a very satisfactory position, as possessing the nucleus of a reserve which would enable it to do with any ordinary losses that might reasonably be expected to arise.

The telegram announcing the loss of this fine vessel placed the account in a very different position. Captain Hankinson had been exonerated from blame by a Court of Enquiry; but the decisions of these courts in China generally, and the fact of the loss of this vessel in this country, and the Board did not adopt the view that all the precautions had been taken which were reasonable for running the vessel in so thick fog as then prevailed.

However, they felt that Captain Hankinson had acted honestly and as his previous record was good, no one would be sorry to hear that he had succeeded in obtaining the command of a vessel elsewhere. The question of replacing the *See Wo* had engaged the attention of the Board, but no decision was yet arrived at. It was possible that any new vessel which might be ordered for the Calcutta line for the Coast line, and on this subject communications were going on with the General Managers.

The Calcutta line had caused some anxiety to the Board in consequence of the considerable competition encountered there, especially between Calcutta and the Straits. The subordinated Austrian Lloyd's Line had also commenced to compete in carrying opium at reduced rates to China.

The Board are endeavouring to make arrangements for minimizing this evil as much as possible; and at the commencement of this year, a new system of certificates was organized with the view of increasing the number of opportunities to shippers, and of causing less detention in port to the steamers. This has met with some opposition from the opium shippers, who are a very conservative body, and are wedded to the old arrangement of simultaneous departures; but in time he had little doubt that they would recognize the convenience and advantage of the change, and he hoped that it might lead to some expansion of the trade through the facilities afforded.

The continued depression in the shipping trade had added to the difficulties for shippers are always more disposed to make inroads into new ground when there is but little employment in their own special trades. When freights improve generally, the intensity of past opposition will, no doubt, diminish.

In the present circumstances, he considered that great credit was due to the General Managers in China for the manner in which they had worked the various lines, and for the results which they had obtained from them. From various causes, from the improvement in the general trade of China, from the cessation of the French hostilities, and from our having secured a portion of the tribute Rize, we have done a better business in 1885 than previously. In reporting these results he was glad that the shareholders had at last some reason to reward their patience and waiting.

(Cheers.) After writing off the full customary depreciation on the vessels, and £10,000 from the purchase of the business (an item which he had before announced that the directors meant to deal with on the first favourable opportunity), the Board was enabled to recommend a dividend of 7 per cent., which he was sure would prove very satisfactory to the meeting.

The Chairman then went through the items in the accounts, remarking, with respect to the subscribed capital, that there was still over £100,000 in the hands of the company, which would require this additional amount to do justice to their business, and to occupy their proper position in the shipping trade. Whenever building operations should render it necessary to call for this sum, he trusted the shareholders would be prepared to take up their proportion of the investment, and he thought they would have no reason to regret it. The balance at credit of underwriting account would be wiped out by the loss of the *See Wo*, but he hoped the premiums of 1886 would do more than cover the claims against them.

Accidents, unfortunately, had been too frequent, but many of them arose from the condition of the river Peiho, now a very crowded stream, where the navigation was conducted with no little difficulty. The river had been shoaling, and the dredging appliances were insufficient to maintain an adequate waterway to so important a city as Tientsin. The officers of the steamers could hardly be blamed for these casualties until the condition of the river was improved. The loan of £50,000 had already been reduced, and if additional capital was placed it would disappear the only other liability in the accounts of 1885 was for one unpaid instalment of the *Lee Sang*. The figure reached by the net earnings of steamers was new very satisfactory, and the only item of charge against it that called for notice was the exchange account, on which subject the directors had appended a note. It had always been the practice of the company to enter the monthly accounts received from China at the average rate of exchange for the whole year and this was adhered to in 1885. The directors wished the whole of the dollar assets in China to be written down to the rate ruling on the 31st December last. Considering that the greater part of these are our working capital, not intended to be removed from China, and not affected by the fluctuations in exchange, the Directors thought this course quite unnecessary, and that to write off so large a sum as £24,444, 14 s. was an unnecessary charge on the revenues of the year. The average exchange of 1886 will be still lower, and for this provision is made. We carry forward a balance of £1,387, 6 s. and have some other items applicable to the purpose, so that in the accounts of 1886 we shall have a sum of £24,444, 14 s. available for remittance here to a fair and adequate value. In conclusion, he wished to impress upon the meeting that they had a large and valuable business, and one which was naturally expanding. In an expansion, the movement of Chinese between China and the Straits Settlements with the adjoining native territories was likely to be a prominent feature. The Board desired that the company's operations should expand with the field open to them, and in so doing, he trusted that the results would continue to prove profitable to the shareholders.

(Cheers.) He begged to move that 'The Report of the Directors and the Accounts for 1885, as presented, be approved and passed.'

Mr. W. S. Steel seconded the motion, observing that he regarded the undertaking as exceedingly sound, and the company's future prospects as very encouraging.

No questions being asked, the motion was put to the meeting, and carried unanimously.

The Chairman then moved that 'The Dividend of seven per cent. on the Share Capital, recommended in the Report, be, and is hereby declared, payable on 1st July.'

Mr. J. S. McGregor, on the principle that that good wine needs no bush, would add nothing to this motion, which he begged to second, and it was also carried unanimously.

Mr. Joss suggested that the Dividend should be paid without deduction of income tax, and the Chairman, while pointing out that deduction was the practice of most Companies, promised that the Board would consider the suggestion so far as related to future years.

The Chairman moved, and Mr. Warren seconded, that Mr. W. S. Steel be re-elected a Director, which was carried unanimously, and Mr. Steel returned thanks.

Mr. Joss moved 'That Messrs. Turquand, Youngs & Co. be re-elected Auditors.'

Mr. Gavin Anderson, in seconding the motion, could testify from personal knowledge that the members of that firm gave the closest attention to the accounts under their supervision, and carefully protected the shareholders' interests.

On the motion of Mr. C. A. North, seconded by Mr. W. R. Scott, a vote of thanks to the Chairman and Directors was passed. The Chairman returned thanks for the Board, as also on behalf of Messrs. Jardine, Matheson & Co., who he had no doubt were included in the terms of the motion.

(Cheers.) The Meeting then separated.

THE FRENCH IN TONG-KING.

Seeing all the difficulties that France has with her present colonies it appears strange (says the *St. James's Gazette*) that she should hanker after more. Tong-King has been to her little but a source of expense and trouble. The expeditionary force has had all kinds of commanders: poor Admiral Courbet, furnished by the navy; General Briere de Lisle by the marines; General Millot, de Courcy, Wapart, &c., by the army; but none of them succeeded, and all were in turn superseded. Not only was the French army among sailors, marines, and soldiers, but we are assured that General de Courcy and Wapart were with difficulty prevented from fighting a duel the other day. After the failures above referred to, it was determined to try a civil Governor, and the *see* Paul Bert was sent out. But if we are to believe his letters addressed to the *Temps* and the *Debate* matters have gone from bad to worse. The new Governor has all the fighting elements opposed to him, and is the victim of voluntary mutinies on the part of his subordinates. The other day when he wished to show the Ambassador some of the King of Annam a vessel by torchlight with music, General Jamont refused to send a military band. When M. Paul Bert wished to go up the river to Hue on board the *Edouard*, the *Edouard* was run aground, and a gunboat which accompanied her steamed on, leaving the Governor stranded. We are told that at Hue, among the attitude of the officers towards M. Paul Bert was so hostile and unbecomingly on board the *Brannon* that he had to change to another vessel.

THE CHINA COAST METEOROLOGICAL REGISTER.

AT 4 P.M.—JULY 25.

Station.	Thermometer at 5° F.	Thermometer at 32° F.	Barometer.	Wind.	Force.	Weather.	Barometer at 32° F.
Manila.	29.75	80	30.00	SW	5	0	1.61
Hainan.	29.60	85	30.00	SE	1	0	—
Hongkong.	29.60	83	30.00	SE	1	0	—
Amoy.	29.60	81	30.00	SE	1	0	—
Foochow.	29.75	80	30.00	SE	1	0	—
Shanghai.	29.80	84	30.00	SE	1	0	—
Nagasaki.	29.80	83	30.00	SE	1	0	—
Wifoot.	29.85	87	30.00	SE	1	0	—

AT 10 A.M.—JULY 26.

Station.	Thermometer at 5° F.	Thermometer at 32° F.	Barometer.	Wind.	Force.	Weather.	Barometer at 32° F.
Manila.	29.75	80	30.00	SW	5	0	1.61
Hainan.	29.60	85	30.00	SE	1	0	—
Hongkong.	29.60	83	30.00	SE	1	0	—
Amoy.	29.60	81	30.00	SE	1	0	—
Foochow.	29.75	80	30.00	SE	1	0	—
Shanghai.	29.80	84	30.00	SE	1	0	—
Nagasaki.	29.80	83	30.00	SE	1	0	—
Wifoot.	29.85	87	30.00	SE	1	0	—

The barometer is rising, and gradients for S. winds are slight. The temperature is moderate, the humidity great and overcast and squally weather prevails.

W. DORRICK, Government Astronomer, Hongkong Observatory, Wednesday, July 26.

1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, by blue sky, a detached cloud, a drizzling rain, fog, gloomy, hail, lightning, overcast, passing showers, squally, rain, snow, thunder, visibility, &c. &c. in inches, tenths and hundredths.

The Overland China Mail, A WEEKLY JOURNAL FOR THE HOME MAIL.

IT IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their personal, will welcome the change. The *Overland China Mail*, now a weekly budget of news from the Far East, contains special Commercial Intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily Press.

The attention of Advertisers is directed to a weekly newspaper which is circulated among old China hands and others, both at home and in the Far East, who do not take the daily journals.

The *Overland China Mail* will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

Subscription: Per Annum, £12.00, postage, £1.00. Quarterly, £3.00, " 0.25. Single Copy, 0.50.

China Mail Office, Hongkong.

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, LONDON.

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERMAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *SURAT*, Captain R. G. MURRAY, with Her Majesty's Mails, will be despatched from this office for LONDON direct, via SUEZ CANAL and usual Ports of Call, on THURSDAY, 29th July, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

N.B.—This Steamer takes Passengers and Cargo for MARSEILLES.

E. L. WOODIN, Acting Superintendent, Hongkong, July 16, 1886. 1378

Occidental & Oriental Steam-Ship Company.

TAKEING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS.

ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *OCEANIC* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 3rd August, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare.

Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

General Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent, Hongkong, July 13, 1886. 1355

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF RIO DE JANEIRO* will be despatched for San Francisco, via Yokohama, on THURSDAY, the 12th August, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

General Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent, Hongkong, July 24, 1886. 1433

STANDARD LIFE OFFICE.

NEW ASSURANCES.

FROM 1850 TO 1855... £2,492,988.
" 1855 TO 1860... " 2,815,455.
" 1860 TO 1865... " 3,834,365.
" 1865 TO 1870... " 5,713,813.
" 1870 TO 1875... " 6,048,364.
" 1875 TO 1880... " 6,183,183.

Since 1880 there is a still further increase.

The Total existing Assurances exceed £20,000,000, while upwards of Eleven Millions Sterling have already been paid to DEATH CLAIMS.

PREMIUMS IN CHINA. EXCEPTIONALLY MODERATE. For full Particulars, apply to THE BORNEO COMPANY, LIMITED, Agents, Hongkong, June 1, 1886. 1476

Mails.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON THURSDAY, the 5th of August, 1886, at Noon, the Company's Steamship *Commanche*, Captain GUYOT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 4th August, 1886. (Parcels are to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent, Hongkong, July 24, 1886. 1430

Insurances.

NOTICE. QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Goods at 1 per cent. net premium per annum.

NORTON & Co., Agents, Hongkong, May 19, 1881. 938

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co., Hongkong, January 1, 1882. 14

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.) CAPITAL.—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein; on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBURG & Co., Agents, Hongkong & Canton. Hongkong, January 4, 1887. 100

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department. Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department. Policies issued for long or short periods at current rates.

Life Department. Policies issued for sums not exceeding £5,000 at reduced rates.

HOLIDAY, WISE & Co., Hongkong, July 25, 1872. 496

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNOLD, KARBURG & Co., Hongkong, November 5, 1883. 856

Intimations.

SUMMER TIME TABLE. THE KWONGLOO FERRY.

STEAM-LAUNCH MORNING STAR.

Runs daily as a FERRY BOAT between Paddar's Wharf and Tsim-Tai-Tai at the following hours:—This Time Table will take effect from the 15th April, 1886.

WEEK DAYS.—STUNDAYS.

Leave S. 7.00 A.M. Leave H.K. 7.00 A.M. 7.00 A.M. 8.00 " 8.30 " 7.30 " 8.00 " 8.50 " 9.00 " 9.00 " 10.15 " 10.45 " 12.30 P.M. 12.30 P.M. 1.00 P.M. 1.30 P.M. 2.00 " 2.30 " 3.00 " 3.30 " 4.00 " 4.15 " 4.30 " 4.50 " 5.10 " 5.15 " 5.30 " 5.45 " 6.00 " 6.15 " 6.30 " 6.45 " 7.00 " 7.15 "

There will be no Launch on Monday and Friday, on account of sailing.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

NOW READY. THE REVENUE OF CHINA. A SERIES OF ARTICLES Reprinted from 'The China Mail' WITH AN APPENDIX. THIS PAMPHLET is Now Ready, and may be had at the OFFICE of THE PRESS, Messrs. LAY, ORAWFORD & Co., Messrs. KELLY & WALSH, and Mr. W. BROWNE'S. Price, 60 Cents.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Paddar's Wharf. 6. From Paddar's Wharf to the Naval Yard.

Section. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From Kellott's Island to North Point. 10. Kowloon Wharves. 11. Jardine's Wharf.

Vessel's Name.	Section.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Eggen	2	Thomas	Brit.	750	July 10	Arnhold, Karberg & Co.	London	Laid up
Amatata	2	Hamila	Brit.					